

The high cost of explosive material never discouraged an anarchist.

Not all other uplift movements are keeping pace with the prices.

Since hobble skirts came in, the fashion of arriving on time has gone out.

No need to go further—we are convinced that you can't drown a dandelion.

It takes more time now to pay the luxury tax than it does to select a suit of clothes.

As to those British automobiles of concrete, will they run again after they once get set?

If the war tax schedule gives you a headache, it will be noted there is no tax on bromo seltzer.

Thus much must be said though—the fellow who has no garden isn't so liable to work on Sunday.

China and Japan are in the class of twins with the colic. As soon as one is quieted the other yells.

Formerly the most-sought-for thing in the world was perpetual motion. Now it is perpetual peace.

One of the troubles of the world is that it has too many imperative needs that conflict with one another.

The objection of buying coal now is that one probably will have it all burned before winter comes.

Does the protest of the United States against German dyes mean that something has been stained?

What has become of the old-fashioned fellow who immediately associated Bolshevism with Russia?

Japanese ought to practice some of their well-known jujitsu on that vicious anti-American propaganda.

Lard has now reached a price so high that we need no longer fear it is being used to adulterate our butter.

The demand for cents, however, is due to the war tax and not to thrift or the increasing number of children.

A widespread exodus of allens is under way. Anyone who wants to go back to Europe should be encouraged.

It's a safe bet the Rainbow boys saw more to admire in New York city in a minute than they did in Paris in a month.

"His old job or a better one" is the motto of the government bureau of employment for soldiers and sailors. It is a good motto.

Having saved up his pay through the two years of war, the returned dough-boy is able to satisfy his raging appetite for the big, thick steak of his dreams.

The man who asked to be shot rather than sent to Russia, merely meant that he had rather be killed right away than have to make a long trip in order to be killed later.

London is reported as crazy over "jazz" weddings, and soon may be expected to specialize on routine divorces.

San Salvador reminds one of those fellows around the cigar counter who spends the greater part of their time shaking.

The Germans have no cause for complaint. This was their war, and they are entitled to everything that goes with it.

No statistics are available as yet to show how much an air passenger from overseas will be permitted to carry in his suitcase.

American writing paper shows \$6,000,000 increase in gross sales. Blanks for income tax returns have been spoiled by the million. It's an ill wind that doesn't blow somebody good.

With the coming winter wheat crop estimated at 900,000,000 bushels it looks as if the landlady will find small excuse for cutting the slices of bread so thin after the harvest is over.

After the young man has paid the luxury tax on the ice cream soda he hasn't the penny left to offer her for her thoughts.

If street car steps will have to be lowered to accommodate millady's newest skirt, it wouldn't seem to be getting on so very well.

Bolshevism is losing ground in Russia, both literally and figuratively. The depth of its decline will be in proportion to the violence of its reign.

Having become accustomed to those uncomfortable tin hats, returning warriors may be able to wear even derbies without a grimace.

To make an overseas flight safe all that is necessary is an airplane that will fly like a bird, float like a chip or dive like a porpoise.

Loot stolen in Berlin from the stores is openly sold in the streets of the city. Which is adapting a pet Hun theory to the fact that laws are merely scraps of paper.

RALPH DE PALMA, NOTED RACER, SAYS SPEEDING IN AIRPLANE LACKS THRILLS



De Palma Prefers Motoring to Flying.

Ralph De Palma thinks there are more thrills in auto racing than in flying in an airplane. One day last fall, while De Palma was serving as director of flying at McCook field, near Dayton, O., an aviation officer invited him to take a trip in his plane. The motor star accepted. He was somewhat new at flying then, and also dubious. But a director of flying is supposed to fly.

"Want to do a few stunts?" asked the officer, when De Palma was safely strapped in. "A nice question!" commented De Palma, afterward. "There was only one answer—we did them!"

Service Was Brief. De Palma's service in aviation was brief, as he enlisted a couple of months before the war ended. But it lasted long enough to give him a well-rounded experience in flying, both in the stunts which might be compared to the thrills of the speedway, and long distance flying, which is comparable to the long grind of automobile road racing. And the veteran star lost no time in getting back to his own game, firm in the

conviction that it beats aviation for thrills. "Flying seemed monotonous compared with motor racing," he said in speaking of his air trip.

Lonesome Work. "On a trip of several hundred miles you may be making speeds which would be terrific in an auto—140 miles an hour. But at the height of a mile or more you have no realization of speed, and sitting up there in the wind and noise is lonesome work. The stunts are more exciting, of course—but there is no competition, no audience, no applause. Hurdling over the ground at Daytona Beach in a racing car at two and one-half miles per minute, with 50-foot jumps from the ground, or whirling around the Indianapolis Motor Speedway track in the 500-mile race, with competitors contesting every lap—that's very different stuff! Every minute has its problem and its thrill. I prefer to be down on the ground, smelling the gas, eating the dirt, in contact with my rivals and the crowd."

OIL CRANK-PINS OF AUTO ENGINE

Chief Reason Why Bearings Wear Fast is That They Are Not Lubricated Properly.

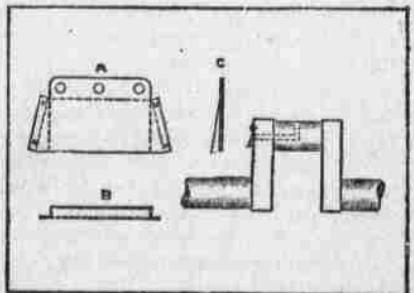
GOOD SYSTEM IS DESCRIBED

Has Given Excellent Results and Eliminated Most of Connecting-Rod Bearing Trouble—Study Interior of Engine.

The adjustment of the connecting rod bearings is one of the most common repair jobs on an automobile engine. Probably the chief reason why these bearings wear faster than the others is that they are not lubricated properly under all conditions. The system described below has given very good results and has almost eliminated connecting-rod bearing trouble.

Most of the oil delivered to the main bearings escapes the ends and flows along the crank webs, and is finally thrown off by centrifugal force. If small scuppers are placed at the ends of the crank-pins this oil will be caught and may be carried through the pin to the bearing.

In the right-hand illustration one throw of the crank-shaft is shown with the scupper in place. The oil lands are indicated by dotted lines. The radial hole should be drilled first, and should extend to the center of the pin. Then a hole should be drilled through the center of the pin until



Connecting-Rod Bearing Adjustment is One of the Most Common Yet Complicated Jobs About the Automobile Engine.

It connects with the radial hole. The smallest drills possible should be used; probably an 1/16-in. radial hole and a 3/16-in. lead will work out best in the average engine. In very large engines a slightly larger hole would probably give better results. In a case where the crank-pins are hollow, the scupper placed over each end and over the radial hole is all that will be necessary.

The other illustration shows a design for a scupper that is well adapted

to most crank-shafts. Sketch A shows the layout or pattern, B shows a side view, and C an end view. Sheet brass or copper should be used. The upper

the shaft should be smoothed slightly, and then the scupper riveted or brazed in place. The crank-shafts are carefully balanced in high-speed motors, so care should be used not to change the balance any more than necessary.

Before installing such a system a careful inspection should be made, to make sure that there is room for the scuppers at all places as the shaft revolves. Great care should be exercised in laying out this work, as the crank-shaft could easily be damaged, and in a job of this sort mistakes are very costly, usually necessitating the purchase of new parts. A study of the engine's interior is essential to every amateur motorist.—S. E. Gibbs in Popular Science Monthly.

SUCCESS OF RURAL ROUTES

Important Factors Which Must Be Given Consideration in Motor Transportation.

(Prepared by the United States Department of Agriculture.)

There are four important factors which must be given consideration by the beginner in the field of rural motor transportation. These four factors are: (1) The volume of farm products produced along the contemplated route; (2) the volume of miscellaneous hauling which could be secured to supplement regular loads; (3) competition from other carriers which would be encountered; (4) the character of the highways over which the trucks must run. It may safely be said that the features mentioned above will ultimately determine the success or failure of any rural route.

APPLYING ANTI-SKID CHAINS

Work Must Be Performed So as to Avoid Clinking of Loose Chains Against Fender.

Anti-skid chains must not be applied tightly to the tires, as so many car owners do to eliminate the clinking of the loose chain against the fender. Tight chains cut the tire badly. Further, the chains should be inspected at frequent intervals and any cross links that have become worn or have developed sharpness should be replaced.

ADVANTAGES OF MOTORTRUCK

If Satisfactory Collection and Delivery Arrangements Are Not Perfectly Much Is Lost.

(Prepared by the United States Department of Agriculture.)

It must be remembered that two of the principal advantages of the motor truck, namely, lessened handling of goods in transit and speedier transfer, are lost if satisfactory collection and delivery arrangements are not perfected.

FAMOUS PEACE TREATIES

By H. IRVING KING

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TREATY OF GUADALUPE-HIDALGO, 1848.

The End of the War Between Mexico and the United States.

In April of 1845 the United States entered into war with Mexico. By September 1847, the American flag—as a pacifist orator of the day put it—"waved in insolent triumph in the halls of the Montezumas," and on February 2 of the following year a wholly unauthorized private citizen signed on the part of the Americans a treaty by which the United States obtained undisputed sovereignty over a territory more than four times the size of the German empire as it was before the recent debacle, paying Mexico in return \$15,000,000 and assuming \$3,250,000 of Mexico's debts. By the treaty with Spain in 1819, the United States had, indeed, acquired Florida, but she had released her claims to Texas, over a part of which at least she had claimed a right under the Louisiana Purchase. When the last Spanish successor of Cortez as viceroy of Mexico was deposed in 1821, Mexico succeeded to the right of Spain in Texas, but left that vast territory as forlorn and undeveloped as it had been under Spanish rule.

A year of war ensued. Everybody remembers the name of Sam Houston and the fact that Thermopylae had its messengers of death; the Alamo had none. From 1836 to 1845 Texas was an independent republic under the "banner of the Lone Star."

In 1845 it was annexed to the United States and a dispute at once arose with Mexico over the southwestern boundary of the newly acquired state. Mexico claiming that boundary to be the Nueces while the United States claimed it to be the Rio Grande. John Slidel, afterwards so well known in the Mason and Slidel affair of the Civil war, was sent to Mexico to try and arrange the matter in dispute, but was refused a hearing.

Early in 1846 General Taylor was ordered to move to the Rio Grande. Mexico had severed diplomatic relations with the United States upon the annexation of Texas. General Taylor established his headquarters at a point opposite Matamoros. His force consisted of a little over 3,500 regulars. Learning that the Mexicans were preparing to cross the river higher up, Taylor sent out a reconnoitering party consisting of 63 dragoons under Captain Thornton who, on April 26, was surprised and captured by the Mexicans after the loss of 16 men. The

war had begun. The news of Thornton's capture reached Washington on May 9. President Polk sent a message to congress stating that "Mexico has passed the boundary of the United States and shed American blood on American soil." Congress passed a bill providing for the enrollment of 50,000 volunteers and a war appropriation of \$10,000,000, congress agreeing with the president that "war exists by the act of Mexico."

General Taylor gained the victories of Palo Alto May 8, Resaca de la Palma May 9, captured Monterey September 24, and won the hard fight of

Buena Vista on February 23 of the next year. In March of 1847 General Scott captured Vera Cruz and marched to the City of Mexico, winning the battles of Cerro Gordo April 18, Contreras August 19, Churubusco August 20, Molino del Rey September 8, and Chapultepec September 13. The next day he stormed the Belem gate and entered the Mexican capital.

When Vera Cruz fell President Polk decided that it would be well to have along with Scott's army a commissioner authorized to sign a peace with the Mexicans as soon as they had been sufficiently defeated to be amenable to terms. N. P. Trist, chief clerk of the state department, was chosen and having been given the rough draft of a treaty reached Vera Cruz on May 6 of 1847 and joined Scott. Mr. Trist got no opportunity to exercise his diplomatic powers until after the battle of Churubusco. The morning after that battle Scott was met by commissioners from the Mexican president, Santa Anna, with proposals for an armistice. This was agreed to and Mr. Trist wrote to the Mexican minister of foreign relations that he was ready to enter into negotiations.

A Treaty Without Authority.

Five Mexican commissioners met Mr. Trist at a village lying between the American and Mexican lines which bore the impossible Aztec name of Atzcoapozalen. Mr. Trist wanted Lower California but was willing to concede that point, but he would not give up the demand for New Mexico (then comprising what is now New Mexico and Arizona) south of the thirty-seventh degree. Nor would the Mexicans give it up. The negotiations came to nothing, the armistice was ended and Scott resumed his advance. Counter propositions which the Mexican commissioners had made were referred by Mr. Trist to Washington, but he was generally thought to have been too wavering at the village with the unpronounceable name—and, without waiting to hear from him officially, President Polk revoked his authority and sent him a letter of recall.

After the capture of the City of Mexico the Mexicans saw that further struggle was hopeless. California had meantime been occupied by Commodore Sloat and Stockton and the land forces of Generals Fremont and Kearny. Santa Anna resigned the presidency, which passed to General Anaya, who summoned a congress at Queretaro. One of his first acts was to appoint a commission to proceed to the City of Mexico and confer with Mr. Trist. Mr. Trist had already received his letter of recall. The Mexican commissioners, with singular reasoning suggested that they had "not been officially notified of the American envoy's recall" and Mr. Trist agreed to treat. Mr. Trist met the Mexican commissioners at Guadalupe-Hidalgo, a town about three miles north of the City of Mexico, where the treaty was signed on February 2, 1848.

TREATY OF PRAGUE, 1866.

Another Adjustment of Austrian and Prussian Affairs.

Austria and Prussia having obtained the joint possession of Schleswig-Holstein by the treaty of Vienna, the question now arose what should be done with it. The two powers who had overcome Denmark argued over the division of the spoils for nearly two years. The question itself might have been settled, but it was only a symptom of a larger question which had for centuries been agitating Germany, the question as to whether the northern section or the southern section should predominate; and Bismarck saw in it an excuse for driving Austria forever out of a participation in German affairs—the only way by which Prussia could be made supreme.

Austria began to see that she had been made a cat's paw and favored the claims of the young duke of Augustenburg to the sovereignty of the duchies, that young man having set up a court at Kiel. In fact King William and the Prussian parliament were inclined to favor the duke's pretensions. But Bismarck carried everything before him and caused the king to set up a claim to be by descent entitled to the throne of the duchies himself. The time for a breach with Austria, however, had not yet arrived. Von Moltke reported that the Prussian army was ready; but Bismarck desired to assure the help, or at least the neutrality of the great powers before he struck. He went personally to Biarritz and had a series of interviews with Napoleon III. What dreams he encouraged the emperor in, what he promised him and what he showed him by way of argument, are only surmises.

Demands of Bismarck.

In December, 1864, Bismarck declared that Prussia would be satisfied with nothing less than the incorporation of the duchies in her military, commercial and postal systems. In the duchies the Austrians were embarked on a policy of obstruction and the stolen land was in disorder. King William wrote to the Austrian emperor that if Austria did not take steps to preserve order in the duchies he would. The emperor and the king met at

Gastein on August 20, 1865, and after talking matters over agreed that Duke Augustenburg should be thrown overboard and that Prussia should have Holstein. At the same time the little duchy of Lauenburg, a part of the greater duchies, was assigned to Prussia absolutely; and from this unconsidered trifle Bismarck subsequently took his title of duke of Lauenburg.

Early in June, 1866, Prussia brought forward in the diet at Frankfurt a proposition to "reform" the Germanic confederation, the reform to consist of the expulsion of Austria, the establishment of an elected German parliament to take the place of the diet and the formation of an army of North Germany to be commanded by the king of Prussia. Naturally these drastic propositions were rejected and Bismarck frankly warned the diet that he would destroy the confederation.

Austrian Motion Prevailed.

The Prussian governor of Schleswig on June 10 announced that owing to the failure of Austria to preserve order in Holstein he was compelled to take over the administration of that province—which he did. Austria and Prussia recalled their ambassadors and both nations appealed to the diet, Austria demanding that Prussia should be disciplined and Prussia demanding that Austria should get out. Bismarck declared that if the Austrian motion prevailed Prussia would declare the confederation ended, and threatened with loss of sovereignty such German states as should support Austria in the coming war. The Austrian motion prevailed and Prussia withdrew from the confederation. All the German states except Mecklenburg sided with Austria while Italy became an ally of Prussia and attacked Austria.

Negotiations for peace began and a treaty was signed at Prague on September 3, 1866. Austria agreed to the dissolution of the Germanic confederation and to withdraw entirely from German affairs, Prussia was to annex Schleswig-Holstein, Hanover, a portion of Hesse-Darmstadt, the electorate of Hesse and the city of Frankfurt.

INCREASE WEIGHT AND VITALITY WITH PHOSPHATE

Nothing Like Plain Bitro-Phosphate to Put on Firm, Healthy Flesh and to Increase Strength, Vigor and Nerve Force.

The average person is beginning to realize more and more that the lack of physical strength and nerve exhaustion (frequently evidenced by excessive thinness) are the direct cause not only of the failure to succeed in life's struggle for the necessities of existence, but also for the handicap in one's social aspirations. Compare the thin, sickly, angular frame with



At the seaside too, the plump well-rounded figure is most admired.

The well rounded form which is usually accompanied by the bloom of health and attractiveness. That millions of people are conscious of this handicap is evident from the continued appearance in newspapers and magazines of many suggestions proposing various remedies in food or medicine or exercises, either of which might or might not be appropriate for a given case. Authorities, however, agree that healthy nerve tissue is absolutely essential to a strong, robust body and mind. Weak nerves, while indicated by a multitude of different symptoms, more immediately and generally result in lack of energy, sleeplessness, irritability, depression, etc., which conditions gravely consume the healthy flesh, leaving ugly hollows, a flat chest, bony neck and scrawny arms and legs.

Our bodies need more phosphate than most of them are able to extract from the foods we eat nowadays, and many opinions affirm that there is nothing which may be taken into the human system that so effectively supplies this deficiency as the pure organic phosphate known as Bitro-Phosphate and sold by good druggists everywhere. The essential phosphoric food elements in Bitro-Phosphate assimilated by the nerve cells should soon produce a pleasing change in nerve energy and hence increased vitality and strength. With the burdens of nervousness, sleeplessness, lack of energy, etc., lifted, normal weight with its attractive fullness and ruddy glow of health replaces the former picture of skin and bones.

CAUTION:—Although Bitro-Phosphate is unexcelled for the relief of nervousness and attendant disorders, owing to its tendency to increase weight, one should watch the scales while taking it unless it is the desire to put on flesh.

In Agreement. "Here's a critic that takes the view that Hamlet was mad." "Well, I don't think he was any too well pleased myself."

"BAYER CROSS" ON GENUINE ASPIRIN



"Bayer Tablets of Aspirin" to be genuine must be marked with the safety "Bayer Cross." Always buy an unbroken Bayer package which contains proper directions to safely relieve Headache, Toothache, Earache, Neuralgia, Colds and pain. Handy tin boxes of 12 tablets cost but a few cents at drug stores—larger packages also. Aspirin is the trade mark of Bayer Manufacture of Monoacetic-acidester of Salicylicacid.—Adv.

Some men reach the wrong destination by traveling the right road; they travel in the wrong direction. The man who does his best can trust the world to do its part.

Couldn't Move In Bed Twelve Weeks From Rheumatic Trouble. Now Praises Doan's.

"For twelve weeks I lay abed, unable to move a muscle," says Mrs. Gust Johnson, 634 E. Seventh St., Red Wing, Minn. "The pains that shot through my entire body seemed more than any human being could stand. My hands and arms and lower limbs were put in splints to stop them from twisting into knots. Every ligament seemed ready to snap. I can't understand how I endured such agony. Several physicians agreed that I had inflammatory rheumatism, but their medicine didn't give me any relief. My folks wanted to take me to a hospital, but I would not let them. The doctors said that nothing could be done for me. 'I had been an invalid now for two years, before I finally decided to resort to Doan's Kidney Pills. I used twelve boxes and they surely did prove their wonderful merit. It is a year since, and I have enjoyed the best health of all my life. I weigh nearly 170 pounds and am like a different person in every respect. I shall always praise Doan's Kidney Pills.'"

Sworn to before me. HAROLD V. PETERSON, Notary Public. Get Doan's at Any Store, 60c a Box. DOAN'S KIDNEY PILLS. FOSTER-MILBURN CO., BUFFALO, N. Y.

DAISY FLY KILLER PLACED ANYWHERE ATTRACTS AND KILLS ALL FLIES, NAT. CLEAR, ORANGE, PLEASANT, CHEAP, LASTS FOREVER, DOES NOT STAIN, GUARANTEED EFFECTIVE. 5c BY EXPRESS, prepaid, 10c. HAROLD SOMERS, 140 De Kalb Ave., Brooklyn, N. Y.